

Q: The following oral history interview was conducted by Commander Judith LeFleur, USNR of the Naval Historical Center and historian Karen Burn [ph?] of the National Park Service-- for the National Park Service USS Arizona Memorial at the Alamo Moana Hotel, Honolulu, Hawaii on December 6, 2001 at 9:00 a.m. The person being interviewed is Mr. Paul Goodyear who was a Seaman Third Class on the USS Oklahoma on December 7, 1941. Good morning. For the record, would you please state your full name, place of birth and birth date?

Paul Goodyear: Yes. I was born on May 6, 1918 in Branch County, Michigan.

Q: And what's your full name?

Paul Goodyear: Oh, Paul Albert Goodyear.

Q: And what did you consider to be your hometown in 1941?

Paul Goodyear: Well, I was living in Detroit when I enlist- uh.. enlisted. So that was listed as my home address, Detroit, Michigan.

Q: And what were your parents' names?

Paul Goodyear: My mother died when I was very young and-- Mary Bell Chase and my father's name was Albert William Goodyear.

Q: How many brothers and sisters...

Paul Goodyear: I had one brother.

Q: You had one brother. And where did you go to high school?

Paul Goodyear: I went to high school at Notre Dame, Indiana.

Q: Now, where and- and why did you enlist in the military?

Paul Goodyear: Well, as a youngster growing up, I had known quite a few veterans of World War I. And I heard their tales and tribulations that they had in the trenches. And listening to men between the lines cry out for hours or days, trying to be-- well, they were just left out there and couldn't be-- <clears throat> it didn't appeal to me. So sometime in 1940, I heard about the program where if you join the Navy and-- join the Naval Reserve, they would send you to school for four months and then you'd go home and be available when they needed you. Well, I did. And when we reported to the uh.. Navy Pier in Chicago for this training, we found out that that was when they needed us.

Q: And when was that?

Paul Goodyear: In late '40. I can't remember the exact uh.. date. But uh.. they- they said, "Sign this." And we said, "Why? What is it?" And they said, "It's a request for a year of sea duty." And we said, "We don't wanna a year of sea duty." They said, "You got it." So we got-- it was in October. I know because in October of '41, we would joke about the Ohio Club, over the hill and 10, OH-10, you know, because our year was up. So <laughs> we couldn't get out <laughs>.

Q: So where did you go after that, after you signed up for your one year?

Paul Goodyear: Well, we went to that school in uh.. Chi-- at Navy Pier in Chicago. And then we were taken by train to uh.. San Diego to the destroyer base. And from there, we were distributed to the fleet.

Q: And what was the school for?

Paul Goodyear: What did I what?

Q: What was the school for? What did...

Paul Goodyear: Oh, signalman. Yeah, signal school. And they had the same thing for radiomen and different rates. It was called V something. You probably know more about it than I do.

Q: So I'm gonna correct the record then because I said you were a seaman and you were actually a signalman.

Paul Goodyear: Oh, yes, Signalman Third Class.

Q: Which makes more sense...

Paul Goodyear: Commander, there is no Seaman Thir- Third Class. I don't think even now, do they? <laughs>

Q: No, no, not now.

Paul Goodyear: We- we had Apprentice Seaman, Seaman II and Seaman I and then you became a Third Class Petty Officer.

Q: So, similar to now?

Paul Goodyear: I imagine it is, yeah. I get confused when they talk about I'm an E-6 or an E-4. I-- we never heard of that.

Q: So you went over to San Diego and then is that where-- and then what did you do from there?

Paul Goodyear: Well, <clears throat> actually I was assigned there to the Oklahoma. But the Oklahoma was in Pearl and I was in San Diego. And I don't know how many of the- these kids were from the school. And they just had to kind of sort us out and deal us out as they could to get to Pearl. And I got on uh.. USS Roe, a Destroyer 311. And he was-- they weren't going directly to Pearl but uh.. we played around on the West Coast there. I don't know what we were doing, chasing dolphins or trying to see how the Pacific ground swells were operating or something. But we ran up and down the coast a little bit and then we headed for Hawaii. And I reported aboard the-- uh.. when we got here, I reported aboard the uh.. Oklahoma.

Q: And do you remember when that was?

Paul Goodyear: Basically, <laughs> it was probably February or March of '41. I don't remember the exact time, honest.

Q: Now, when you were in Pearl Harbor, did you live on the Oklahoma?

Paul Goodyear: Oh, yes.

Q: And what was-- what were the living conditions like for you on the Oklahoma?

Paul Goodyear: Much different than they are today. But uh.. well, I was a signalman and our compartment was uh.. down below the armored deck, just after Turret #2. And uh.. we shared our living compartment with the radiomen. And because Radio 1 on the Oklahoma was right at the bulkhead-- on the outside bulkhead of uh.. the port side, this-- the- the radiomen had the port side of the compartment and we had the uh.. starboard side. But the compartment was not separated at all, just standtions and bunks in there. And because we were down below the armored deck and everything, we didn't even have darken ship, so we could uh.. write letters and play Acey-Deucey and do-- read, do anything we wanted until lights out. And of course, living so close together, uh.. if a radiomen wanted to play Acey-Deucey, you'd play with-- uh.. Acey-Deucey with him or something like that. We were just like one group, one division down there. Usually, divisions are pretty integrated. But we were-- because we all lived in the same compartment, the radiomen and the signalmen, just mixed together because some of our men-- on one standtion, the radioman would be here and the signalman would be there, you know, inches between- between us. There's no bulkhead between us. There was just one big room.

Q: And was it all bunks or did you have to put up hammocks?

Paul Goodyear: No, we did not put up hammocks. There was no room for hammocks down there. No, we had uh.. three high bunks.

Q: So what did you do when you were on duty? What were your duties and responsibilities?

Paul Goodyear: Well, naturally, in port was different than at sea. In port, watch-- was just receiving messages from the tower and from-- well, I suppose that signal tower's still there over in the Navy yard, and watching for messages that were addressed to us from any other ship in the fleet that was an- moored around there.

Q: And you'd receive messages doing Nancy or Semaphore or- or...

Paul Goodyear: We'd receive messages from Semaphore. We'd receive messages by light. We'd receive messages by flag. And uh.. you had to keep watch on all the ships and everything in case some captain wanted to go and visit another captain or something like that.

Q: And how long would you be on watch?

Paul Goodyear: We were on for four on and eight off. At sea, it was sometimes four on and four off. But at sea, their duty was entirely different. At there, a lot of the communication was by flag. The OTC would put up uh.. signals, turn right, turn left, do this, do that. And we'd have to get the message, decode it and take it up to the nab [ph?] bridge to inform the captain so that he'd know that uh.. when the executed the signal, uh.. he was supposed to do whatever he'd been ordered to do not-- maybe not the captain but the OD because the captain wasn't always conning the ship. Sometime, it'd be the OD.

Q: So you'd run-- you'd bring the message up to him-- to the OD and they'd execute the order?

Paul Goodyear: Yeah. Well, like, see, this is just an example but if a guy said, "Turn nine" and you were supposed to turn to the right 90 degrees, you'd tell him-- you'd tell the OD we- we've got to turn nine. Uh.. and he'd-- and then he would know when you executed, when you turned-- pull down that flag that all the people that received that message was supposed to turn 90 degrees, see. And we'd just yell out execute and the signal bridge was just up above us and of course, these guys weren't stupid. They knew it themselves when the flags came down, they were supposed to execute that flag, see. Or it- it could be- it could be open fire or it-- you know, if they said, "Well, fire on a target at uh.. uh.. this bearing," when he pulled it down-- when we pulled that flag down, he-- the gunnery officer would know that you

were supposed to fi-- you were supposed to fire or whatever was supposed to be done, you know.

Q: Now on- on December 6, 1941, where was the Oklahoma?

Paul Goodyear: In Fox Five. We came in on December 5, Friday night. And because-- I don't know if you know, but at that time, we- we never brought the full fleet in. This was the first time the fleet had been in for many, many months. But after maneuvers that week, you'd always wonder who was gonna be left out over the weekend. So the whole fleet was on edge try-- <chuckles> hoping that we'd get to go in. And of course, the signal bridge was the focus of the tension of about eight, nine, 10:00 in the morning because everybody was interested, the cooks, the fire controlmen, the gunners and everybody. Well, that morning, we get a message addressed-- see, what they would do is they'd ad- they'd address a message to maybe three quarters of the fleet. Or they might just leave out one battleship or one division or something like that. But that morning, we got a- a message addressed to all present. ETA boom 16-- I don't know. I don't remem-- but I remember we got it. And we started-- we were very happy be-- huh?

Q: That's the morning of the 5th?

Paul Goodyear: Yeah, that's the morning of the 5th, Friday morning. And of course, we have to tell all of our buddies-- probably the ship knew it before the captain <laughs> because we had to take it up to the signal bridge <laughs>. And it-- scuttlebutt is much better than official <laughs>. So-- uh.. and we came in uh.. as ordered. And evidently, we were one of the tail end Charlies, so we got to protect the Maryland because the first ships came in and they anchored at the-- they moored at the piers. And Johnny Come Ladies had to take what was left, see.

Q: Mm-mm.. so- so you arrived in port on the 6th?

Paul Goodyear: Yeah.

Q: It was the 6th. And- and do you remember what time?

Paul Goodyear: Well, we probably arrived in port. It would- it would take hours for that fleet to come in uh.. because we were all at sea. All except the Pennsylvania, we were all at sea. And by the time they-- I- I would imagine that uh.. under ordinary conditions with the- with the fleet at that time at sea, it would take us two to three hours to come in. So if we started at 3:00, uh.. the fleet might not be all moored 'til seven-- all of 'em but usually the- the battleships would come in earlier. But they'd sneak a destroyer or a cruiser in between 'em or something like that. Later on, they'd tell us what order to go but we'd gotten the message all ships were ETA boom.

Q: And did you get some liberty on the 6th?

Paul Goodyear: I got liberty Saturday because my watch wasn't on duty that day. You know, they stood port and starboard watches.

Q: And what- what did you do on the 6th?

Paul Goodyear: I- I went into Honolulu.

Q: Do you remember what time you left the ship?

Paul Goodyear: I have no idea, probably nine, 10-- didn't have much money, so it was no use going in. But it was just to get off the ship and do something. I was back early. I don't know.

Q: What time-- what- what did you do the evening of the 6th, do you remember?

Paul Goodyear: Yeah, I was in the compartment uh.. just down there probably playing Acey-Deucey and uh.. reading. I was just down in the compartment doing the nothing that was expected of <chuckles> me, just staying out of trouble <laughs>.

Q: Now, were you planning to go on a watch anytime during the next 24 hours?

Paul Goodyear: Commander, that's why I'm alive. I had the eight to 12 watch on Sunday morning, December the 7th. So with revelry, I got up and got organized and went down and had breakfast. And as is-- was the custom and-- at that time, uh.. the eight to 12 watch would relieve the four to eight watch about 15 or 20 minutes before the hour so that the four to eight watch could get down to the mess hall to our-- well, we didn't have mess halls on this ship uh.. but get down to the compartment where we ate to have breakfast and be out of there by 8:00 so the uh.. mess cook could get that compartment ready for the day's activities. So about-- I really don't know, but I'm sure it was 15, 20 minutes before eight, I reported to the bridge and relieved Henry Hessler and took over the watch.

Q: And what happened then?

Paul Goodyear: Sshh, it's a secret <laughs>. Uh.. I had three strikers with me, Red Leterel [ph?], Skinhead Young and Bob Ryburn [ph?]. And uh.. you know, one of the duties of the signal watch, the eight to 12, is to send somebody up forward to raise the union jack when they raise the colors. Well, it wasn't the nicest job in the world because you had to climb down a bunch of ladders and then go all the forward and be up there in time for the 8:00 flag raising. So I just picked up the union jack and says, "Hey, who's gonna-- who wants to take this up?" Well, Skinhead Young, Bob Young, says, "I will." And that was a rough time-- a rough thing because I never saw him again. And- and at that age, I'm not-- under those conditions, you're not used to sending a man to- to death. But uh.. he left and uh.. Red and Bob and I were just doing what we were supposed to do, watching for signals all over. And I remember Red and I were over on the starboard side and we saw a bunch of planes come in from the starboard side all lined up. Uh.. I don't know, half a mile, mile ahead of us and we just stood there and watched 'em. The first plane dropped a bomb. The second plane dropped a bomb. And I don't know who said it, whether it was Red or myself, but we said, "They must be dropping sand bombs on Hog Island" because, you know, the Naval air station was on Ford Island then. And when uh.. the naval a- aviators would go out for bombing practice, if they didn't expend a bomb for some reason, they'd drop it over there because it was just sand and waste. And they'd come in low and drop the bomb. And it could be salvaged and reused again and they didn't have that weight under their wings or the fuselage when they landed, you know. So this was not at all unusual to see planes drop bombs. And uh.. just as the third plane dropped his bomb, uh.. it hadn't left the bottom of that plane more than 10, 20 feet and right straight in front of us, a flame goes up about 300 feet in the air, a big ball of flame.

Q: And what was in front of you?

Paul Goodyear: Huh?

Q: What was in front of you?

Paul Goodyear: It was the uh.. sea plane hangar. And uh.. I don't know whether we saw the first bomb dropped or not but we saw it before Roosevelt or any of those guys-- and I put a pair of binoc-- uh.. the supervisor had to wear binoculars because we might have to check something. But see, we also check to see if any captains or flag people were coming abroad the ship and you had to notify the OD or the flag approaching the ship or something like that. And so, supervisors had to wear the binoculars. And I put that up and that meatball hit my-- I coined a new phrase then, which I won't repeat but was repeated about 30 hundred million times during the war.

Q: You can repeat it now.

Paul Goodyear: Goddamn Japs <chuckles>. I says, "What's those goddamn Ja-- we- we knew-- we were quite sure that- that it was gonna be. But when that meatball was spotted right over the end of Ford Island, uh.. I figured fairly certain that we were at war <laughs>.

Q: Did you make-- so- so you were looking at Ford Island and you see the-- could you make out the insignia or the round...

Paul Goodyear: The meatball?

Q: ... on- on the planes?

Paul Goodyear: Absolutely. Well, that's what I-- that's what-- well, I'll tell ya very honest, Commander, we were watching these planes and we probably-- if we'd a been a-- if we'd a been in wartime, we would have been looking for that insignia. But it was not wartime. This was a peaceful Sunday morning and we just saw the planes and looked at 'em. There was five or six of 'em in a line coming down there. And I- I know I didn't notice it until I put that binocular on that-- and that uh.. that meatball hit me right in the eye. And

before that, I know I'd a been scared sooner if I'd a known it was the Japs coming <laughs>.

Q: So what did you do then? What happens then?

Paul Goodyear: Well, uh.. as- as we- we saw that flame, I happened to look over to the left and Red was standing right here alongside of me. And I saw a torpedo plane coming in from Mary's Point and he was just dropping a torpedo. And I says, "Hang on, Red, here comes a fish." And we both started to go over to the center of the ship because we're over on the starboard wing. And as he's walking over, he says, "Yes, and here comes another one." So actually, Red and I hung onto-- there's a standtion in the center of the signal bridge that keeps the conning tower from coming down into our laps or for us from bedding into their uh.. operation up there. And it held the deck up. So as the first three or four or five torpedoes hit, we just stood there hanging on to that uh.. standtion. And as we're hanging on, you know, we had opened up said fittings what all day Saturday. So the Oklahoma was like an egg shell. There was no water tight security whatsoever. We'd opened up the buildges [ph?], the- the uh.. uh.. torpedo blisters, store rooms. Everything was wide open. So two drops of water got in there and the ship was doomed. And while we were hanging on, the-- well, the first two or three or four torpedoes hit. The ship started to list and we had a telescope on a big stand that had about a 36 inch round piece of wood and we could move it around and-- to-- we'd use it only at sea. Well, I won't tell you why we used it in port. But uh.. uh.. we'd use it at sea to-- <laughs> Honolulu wasn't as big as it was <laughs>-- as it is now <laughs>. But- uh.. but that started rolling across-- just sliding across the deck on this big 36 inch wooden foot that it had on there.

Q: Now did you-- so you're hanging on to the standtion. This is sliding across the deck. Is the ship bucking or lifting? I mean what kind of movement...

Paul Goodyear: No, it was just rolling very smoothly or after it started rolling. But uh.. as the-- uh.. uh.. whenever any torpedo hit, the damn ship bounced and- and I know I heard-- I felt five. And now, I- I think there's probably nine to 12 torpedoes hit us. And so, we were just blown wide open. And that's why we went over so fast. There was no chance to counter flood.

Q: So do you- do you remember seeing any of the other torpedoes or bombs hitting the other ships that were tied up in front of you?

Paul Goodyear: Well, I saw some torpedoes heading for the Weavy, yes. I didn't see any going to the California. You know, this is what I-- I only saw a very small portion of it. And I do not think I can speak for what happened on the California, the Nevada or anything like that. But yes, I did see a- a few torpedoes going towards the Weavy. Uh.. and so, I was happy that they weren't coming our way.

Q: Tell me some more of what happened to you, what you observed and- and what happened after-- as the torpedoes are...

Paul Goodyear: Well, I- I went down-- the- the ladder from the signal bridge was two decks. It was a long ladder because at sea, we had the lifeboat sitting on that deck. And I went down that ladder. And I get down to the bottom of it and it's tilting. And I think my God, I left that uh.. signal book up there. It was a-- and it was marked secret and that was very sacred to me-- uh.. just a dumb, young recruit, you know. And so, I uh.. thought God, they're gonna court martial me. So I went back. The stupidest thing I ever did in my life because that signal book was about as secret as the "Honolulu Advertiser." But dumb me, I went back up and grabbed it. It's slated, weighted with lead covers, four and a half, back in front.

Q: And this was after the torpedoes had already hit?

Paul Goodyear: Oh, yeah, the ship was going over real-- and so, I grabbed the book off the desk and I start down this ladder again. Well, the ladder's like that and it's hard walking down a ladder with a- a- carrying a book and a ship way- way over. And I carried that damn thing all the way down. And I get down there and then I go down another deck to the main deck and I went through-- over the life lines and the ship was over, so I started just sliding down the-- all the time carrying this thing. But as I'm coming down the ladder, I was just kind of-- I don't know whether I was tired or something but I just-- kind of set down on the ladder and hung on to a line on the ladder. And here, at stern of us, I see about five or six planes coming up and I can see a bomb under each of 'em. And uh.. I could see they were coming right up the battle line. They were coming right from _____ over there. And I saw the first-- but as they approached, the first plane dropped his bomb. And I saw it go right down a stern of Turret #2 on a-- on the uh.. portside of the uh.. Arizona. And I looked at that third one and I could see my name right on that bomb because I- I figured the second plane was gonna take the Weavy and the third plane was gonna zero in on us. But I saw that bomb hit the Arizona.

Now, I did not see the bomb-- I did not see it explode or that pretty fireworks that went up because when that first bomb went down behind Turret #2 on the Arizona, I decided that this was not a healthy place for me. And I started over the side and I-- still carrying that damn book. And it-- when I get down to-- the- the ship was at about 90 degrees then. And as I got down on the row bar, I was standing right next to the exec, Commander Kenworthy. And uh.. very gallantly I handed him the signal book or offered it to him. And he said he didn't want it. Well, I- I realized how stupid I'd been. So-- well, I did what I supposed to do but it was dumb anyways. But anyways, I just threw it in the water. And I look around and it wasn't very healthy, so I just jumped about 40, 45 feet into the water and swam to the Maryland. I got to the Maryland through all that oil. It was-- there was no fire in our area. Well, see, that's all bunker fuel and it's heavy. And it has to be heated before it'll burn anyways. Uh.. if there'd been aircraft fuel around to soften it up, the-- it probably would have been on fire. But there was no fire. So we just had six-- I have no idea how much oil there was there but it was a lot because we put about a million gallons of oil in the harbor.

Q: How far did you swim? Do you remember?

Paul Goodyear: Well, it was probably 50 to 75 feet, the-- uh.. as we rolled out and I swam over to the Maryland.

Q: And what happened when you got to the Maryland?

Paul Goodyear: Well, I was winded so I put my arm-- I was resting my arms on the torpedo blisters of the uh.. Maryland. And some guy up on the boat deck through me a monkey fist. And I just reached up with my right hand and grabbed the line and did like that and the monkey fist just wrapped around here. And he started to pull me up and I started to push myself up with my left elbow. And I'm looking up and he's pulling, you know. And I just gotten up maybe 10, 12 inches and all of a sudden in here, between my outstretched hand-- just like that, there was three or four white spots suddenly appearing in the paintwork of the Maryland. And very brilliantly, it only took me about two or three seconds to realize that those were bullets hitting right here. And I very bravely let go of that line and went back into the water.

Q: It missed your arm?

Paul Goodyear: It missed my arm. It missed my head. Yeah, there was one right here and one-- but it just...

Q: So- so when you say right here, just because-- for the record, it's one on the other side of your arm?

Paul Goodyear: Huh?

Q: It was-- there were bullet holes...

Paul Goodyear: I could see bullet on both sides of my arm and between my outstretched hand and my head here. And I have often wondered, what if that guy had uh.. been one ten thousandths of a degree lower when he fired that because it had to be the forward gun of a torpedo plane or if I had have started to push myself up one tenth of a second.

Q: So what did you do after you let go?

<crew talk>

Paul Goodyear: ... but the California was ahead of us and going down the ladder, I could look back at the Weavy and the Arizona and the Nevada. But I couldn't see the California so I couldn't tell what it-- so I-- like I honestly don't know that the California was hit. I didn't see it, so I'm not gonna tell you about it <laughs>.

Q: Did you see the Arizona-- the big explosion on the Arizona?

Paul Goodyear: No, as I said, Commander, I- I saw the bomb go down.

Q: But you didn't see...

Paul Goodyear: Yeah, I saw it hit. And my theory is that it hit the- the back of the Turret #2 and then bounced right thr-- went right through that open hatch. Uh.. uh.. at that- that time, on those ships-- see, she was a sister ship of ours.

Q: And this is your theory?

Paul Goodyear: Huh?

Q: This is your theory?

Paul Goodyear: Yes.

Q: Yeah, but you're not sure. But you didn't see it?

Paul Goodyear: You know what? I don't think the Navy is sure what happened.

Q: Well, probably not.

<crew talk>

Q: Okay, so I asked you what- what you did after you let go of the line?

Paul Goodyear: Well, I went back in the water and I stood there-- I stayed there scared as hell. Course, I was scared before I even got in the water <laughs>. Like I say, I got religion that day <chuckles>. I got my baptism of fire and I became a confirmed coward. But anyways, uh.. the guys threw me-- well, I don't whether it's true or not, but the monkey fist was there, so I reached up and I find it. But with his help, I finally got aboard the-- uh.. and I want you to put this in the record that as soon as I got back on-- uh.. when I got aboard the Maryland, I returned all the oil I had swallowed to the Navy. I gave it all back to them with interest. So I don't <chuckles> wanna get a bill for it. But anyways, uh.. the Maryland had lost electrical power. And so, their ammunition hoists weren't working. So they kinda shanghaied a bunch of us Oklahoma men that had come aboard and uh.. infused- infused us with some of their men. And we formed a uh.. line from somewhere up forward across the boat deck to feed ammunition to the bulfers [ph?]. That's 3-D shanty aircraft gun 1.1 and it came racks of four shells to a-- and so, I'd stand here and you'd hand me a shell and I'd hand it to this guy over here. And so that's the way we spent most of the uh.. first attack or the later part of it anyways. And most of the time, you were just standing there with four shells in your

hand because those bulfers [ph?] were jammed up all the time. And so, they weren't firing and expending ammunition. And once in a while, they'd get 'em cleared and you'd pass some more ammunition down the line to feed 'em. But they were jamming up terribly.

Q: How many- how many personnel were doing that? Do you remember?

Paul Goodyear: The-- no, I- I couldn't tell you because uh.. we had a- a group of men, a line of men, two lines of men facing each other, uh.. a- across from the-- uh.. I was probably 15, 20 feet in front of the bulfer [ph?] uh.. and we were feeding this-- the bulfer [ph?] on the starboard side. And the-- I don't know where the shells were coming from, so I- I couldn't even see where they were coming from. But there was maybe uh.. 30 or 40 men in that line that I could see out on- on the deck. But what-- how many men were inside the ship someplace passing 'em from someplace else, I have no-- and where they came from, I have no idea. But I know they had no power to uh.. move the shells. So they were just using the old barn raising uh.. technique of passing stuff between hands.

Q: And how long did you do that?

Paul Goodyear: Until the first attack uh.. subsided. And, you know, there was a break. And at that time, the captain of the uh.. Maryland invited us off the ship. And uh...

Q: Where'd you go?

Paul Goodyear: Uh.. well, they- they-- we- we were on the boat deck and they- they put a- a plank from the Maryland's deck over to the Fox Five mooring berth. And that's big, you know. And they put a ladder uh.. on the uh.. forward side of the pier uh.. down into the water. So we walked across this plank onto the pier and then climbed down the ladder into the water and waded over to Ford Island.

Q: And was that-- that was after the first attack, the first wave?

Paul Goodyear: Yes, before the second.

Q: Before the second. So you were on Ford Island during the second wave?
What- what-- when were you there? What-- when you get on Ford Island,
where'd you go?

Paul Goodyear: Well, actually, uh.. there was a group of us got on Ford Island at the same time and was scared and lost and dirty and filthy. And uh.. we met an officer, uh.. Ensign Backus [ph?] who was our signal officer, Paul Backus [ph?]...

Q: Off of your-- of the...

Paul Goodyear: Oklahoma. He was the signal officer on the Oklahoma. And he says, "Why don't you got some transportation and go down to the uh.. quarters down here," you know, just inside of the Arizona where chiefs and petty officers lived with family, you know, the family quarters, "and pick up women and children and take 'em to the uh.. BOQ?" So we did. Five or six of us. We-- uh.. how should I put this gently, we appropriated a truck but we didn't have any requisition for it <chuckles> and uh.. took it when-- children to the-- women and children over to BOQ.

Q: Where's the BOQ?

Paul Goodyear: Bachelor Officers Quarters.

Q: No, where- where...

Paul Goodyear: Well, it was right- it was right at the end of the uh.. runway, at the far end of the runway.

Q: And how long did you do that for?

Paul Goodyear: As long as there were kids and children to be...

Q: So a couple hours?

Paul Goodyear: Yeah-- oh, I don't think it took us that long.

Q: Were you able to see the second wave, the second attack from Ford Island while you were doing that?

Paul Goodyear: Yeah. Well, see, they didn't- they didn't concentrate too much on uh.. Battleship Row and we were on that side of Ford Island. And if they did anything on the other side of Ford Island, I didn't see it. But I did- I did not see too much going on around-- there was a lot of uh.. firing and uh.. somebody hadn't expended all their ammunition and they were strafing. But, as you can see, they missed me. So uh...

Q: So after you helped with bringing the- the women and children over to the officer's quarters, what did you do then?

Paul Goodyear: Well, rumors were very-- flying around. And we knew the Japs had landed, you know. So uh.. we drove the truck up to the sea plane hangar and a guy was-- with armor up there was-- uh.. he was doing something. I don't know. But we asked him for some uh.. rifles. He gave us a rifle and a 30 caliber machine gun that hadn't been assembled. And he gave us a box of ammunition. Well, if I-- if- if I gave you a- an atomic bomb to assemble, could you do it? Well, that was the position we were in. We had a gun. We had ammunition and everything. We had clips to make a belt out of but we didn't-- signalmen with a gun. But anyways, one of our men had been a-- Nelly Glidwell [ph?] had been in the horse Marines, you know, the- the uh...

Q: Horse Marines? The Calvary?

Paul Goodyear: The Calvary before he joined the Navy. So he knew what to do, so we assembled the gun and...

Q: Did you use it-- did you use the gun?

Paul Goodyear: Huh?

Q: Did you use the gun?

Paul Goodyear: Oh, yeah. We got it so we could use it.

Q: Okay. Are there any other-- we're getting short on time, so are there any other memories that you would like us-- like to share with us right now before we wrap up?

Paul Goodyear: Well, I'd like to tell you about my first meal.

Q: Okay.

Paul Goodyear: After the attack, they wouldn't let us in the-- to the mess hall at Ford Island. So we would uh.. borrow stuff from the California and the-- had been under water for hours or days. And we'd go down there and pick up gallon cans. And there's eight or 10 of us. We'd say, "What will we have for breakfast?" And we'd open two cans. Well, maybe one of 'em was asparagus and the other one was beans or apricots or carrots or something like that. And we had-- so we'd eat with our filthy hands. And uh.. on Monday, the 15th, I saw the Indianapolis come in. And it tied up over in the Navy yard. So I went over there and uh.. I short armed because being a signalman, I short armed a friend of mine on there and I says, "Hey, can I come aboard and take a shower?" And he says, "Yes." And I can still see that ensign, probably a reserve officer. And they just come in from the states, nice clean ship and they see all this oil and dead bodies and fire, smoke floating around. And here this aberration comes up on his nice, clean ship. I hadn't had a bath. Very much in uniform, I had no hat on. I had stolen clothes on, which were filthy from the oil on my body. I had crotch itch any place you could think of, probably even behind my ears. And you know that 19 or 20-year-old kid lost his teeth right that minute? <laughs> his mouth just dropped when he saw me come in. But anyways, he sent the messenger up for the captain. By the time the captain got there, my friend had come down and the captains says to the-- my friend, he says, "Do you know this man, Tuck?" He says, "Yes, I went to school with him." He says, "Okay, take him down to the master at arms shack and get him some clothes and get him a bath." But he says, "I want you to report to me with-- personally within the hour that this man has left the ship" because we had no identi- identification. That's why they wouldn't let us into the mess hall on Ford Island. So we're walking across the quarter deck of the Indianapolis and I hear the-- just ready to go below and I hear the captain yell, "Oh, Tuck." Oh, that bastard's gonna throw me off. And we stopped and turned around and he says, "Take him down to the mess hall and tell the cooks to give him a meal." I could have kissed the old guy <laughs>. But that was the first meal I'd had since Sunday morning on-- eight days before.

Q: Well, I think that's a good note to wrap up on.

Paul Goodyear: Yeah, I do too.

Q: Okay. And I wanna thank you for your time. It's been an honor to sit here and- and talk to you about this. And I'm sure- I'm sure it'll be very useful and help the people remember.

Paul Goodyear: Well, I- I just hope that-- you know, like I say, the-- you know, the motto of the Pearl Harbor survivors is "Keep America Alert." And if we'd uh.. been alert on 9/11, we might not have been in-- I don't know how you'd be alert but uh.. we got caught with our pants down and somebody else got caught with their pants down.

Q: Well, thank you so much.

Paul Goodyear: Thank you.

Q: Okay.

End of Tape 402 Paul Goodyear